



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

### Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

### About Google Book Search

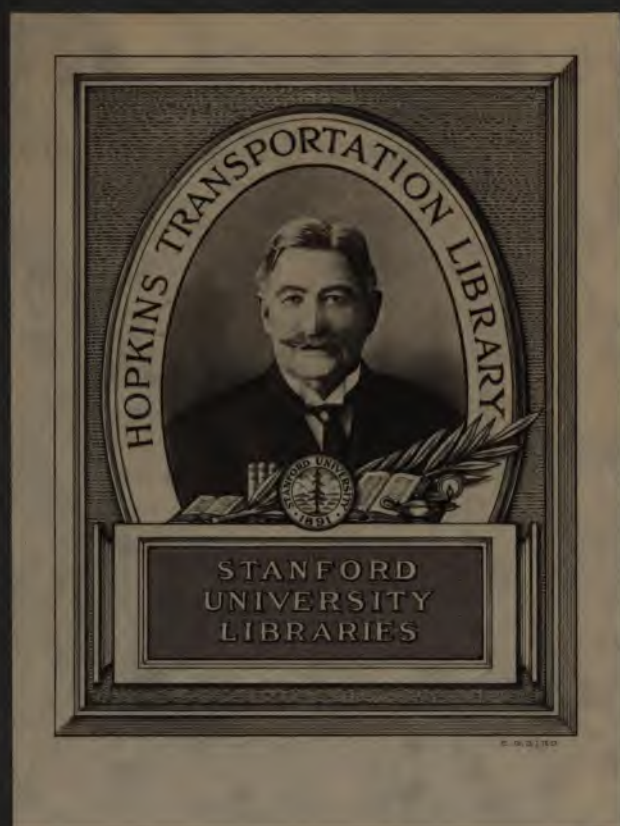
Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

Birmingham, Thomas.

A report of the proceedings at  
two public meetings.

B52

HE3047



# IRISH RAILWAYS.

PROCEEDINGS

OF THE

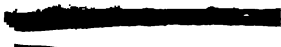
DEPUTATION.

---

LONDON:  
PUBLISHED BY FORES & CO., 41, PICCADILLY,  
AND  
SMITH, ELDER & CO., 65, CORNHILL.  

---

1839.



LONDON :  
PRINTED BY STEWART AND MURRAY,  
OLD BAILEY.

## THE DEPUTATION.

---

AGREEABLY to a Resolution, passed at a General Meeting, held at the Thatched House Tavern, on the 20th of April; a numerous body of members of parliament and gentlemen interested in the above object, met, at the same place, on Friday, the 3rd of May, to carry out the object of the Resolution. Among the assembled were—Thomas Bermingham, Esq., W. Ellis, M.P., Dr. Lefroy, M.P., H. Grattan, M.P., J. Grattan, M.P., Sir Wm. Somerville, M.P., Mr. Vigors, M.P., J. Ashton Yates, M.P., Mr. Lucas, M.P., Mr. French, M.P., Mr. Stephens, Sir Wm. Brabason, M.P., Sir D. Roche, M.P., Otway Cave, M.P., T. Martin, M.P., N. Fitzsimon, M.P., and Messrs. Pierce Mahony, Quin, E. McDonnell, Hart, Pim, Syms; also Sir J. F. Burgoyne, a member of the late Railway Commission, having, by the request of Lord Morpeth, arrived from Dublin for the purpose of attending the meeting.

Mr. W. ELLIS, M.P., at the request of the meeting, again took the Chair.

Mr. ENEAS McDONNELL rose and said, he had to complain of a statement which had been published and circulated by Mr. Pim, Mr. Wilson, and Mr. Kincaid, and which was said to have emanated from the meeting held on the 20th April. It was there asserted that the terminus had been fixed, which would exclude the whole of the province of Connaught from the benefit of Railways.—(Hear). He would therefore submit to the meeting, a resolution, condemnatory of the statements and representations set forth therein.

The Chairman enquired if any one seconded the motion ? the call was not responded to, and it fell still-born.

Sir WM. SOMERVILLE, M.P.—We are now met for the purpose of forming the deputation, and are the representatives of the meeting held on the 20th April. That meeting did not pledge itself to any particular plan, but merely advocated the appropriation of the Government loan to three main lines of Railway, to run to the North, South, and West, and our business will be now confined to laying before Lord Morpeth the resolutions to that effect, which were agreed upon at that meeting, and supporting them by arguments which may be thought necessary.

Mr. BIRMINGHAM then put in a list of names of gentlemen who were to constitute the deputation, and said, I feel it necessary to state, that I was not informed of the hour we were to meet his Lordship until late last night, which must plead an excuse for so small a number of members being now present.

The deputation now left to meet Lord Morpeth at half-past three o'clock. Having been introduced to his Lordship—

Mr. ELLIS stated that he and the gentlemen by whom he was accompanied, were desired to lay before the noble lord certain resolutions which were passed at the meeting already mentioned, to the following effect :—

- “ 1. That in the opinion of this meeting, it is expedient that three great leading lines of Railway in Ireland—one to the north, one to the south, and one to the west, should be simultaneously constructed.
- “ 2. That any aid by Government to Railways in Ireland ought to be distributed in due proportion to the three provinces of Ireland.
- “ 3. That while we agree in the suggestions offered in the foregoing resolutions, we should respectfully suggest that the loan proposed should be applied to the simultaneous commencement and carrying on the three great lines to the north, west, and south, as far as possible.

Lord MORPETH—Assuming it for a moment to be determined that the objects of these resolutions were to be carried into effect,



am I to understand it to have been the sense of the meeting that the proposed Railways should be left entirely in the hands of Government?

Mr. ELLIS—No resolution was passed on that point. It was one upon which the meeting abstained from giving any opinion. It appeared to me that the great object they wished to attain was, that if public aid were to be given at all for the construction of Railways in Ireland, it should be applied impartially.

Dr. LEFROY—And that, instead of completing for the present only one line, as proposed by your Lordship, the advance in question should be apportioned for the execution of three leading lines, as far as the pecuniary supply would permit.

Mr. F. FRENCH—I had the honour to second the first resolution, and I then took occasion to say that I differed altogether from those who were desirous of seeing the Railways executed and managed by private individuals. At the same time I expressed my coincidence in opinion with those gentlemen who thought that the application of the advance should be universal.

Sir D. ROCHE—As far as I could collect the sense of the meeting, I may be permitted to say that it was altogether adverse to the idea of committing any portion of the contemplated works to private enterprise.

Dr. LEFROY—Whatever may have been thought by individuals, I believe I am right in stating that upon the point under consideration the meeting abstained from expressing an opinion. They were unanimous as to the three lines being commenced, and that *simultaneously*.

Sir D. ROCHE—Undoubtedly. I do believe that if the government would undertake the three lines, and proceed *simultaneously* with them as soon as possible, it would give general satisfaction.

Sir W. SOMERVILLE—It appeared to me to be the prevalent feeling of the meeting not to do or to propose anything which might tend to embarrass the government (hear, hear!). Certainly all appeared disposed, as far as I could judge, to leave the proposed lines entirely in the hands of government, and to wish that they should be proceeded with *simultaneously* (hear, hear!).

Lord MORPETH—I asked the question in the first instance, because, whether one line, or two, or three main lines were to



be constructed, *I should wish it to be most distinctly understood, that unless the execution and management of the one line or the two or three were to be confided exclusively to government, government would have nothing whatever to do with any of them* (cheers). I must confess, that if I were to consult only my own judgment on the subject, I should wish to persevere with my first proposition, as I explained it in the committee of the whole house. At the same time, considering the importance I am bound to attach to resolutions emanating from such a meeting as that represented by the gentlemen whom I have now the honour of seeing in this room, and considering also the unexpected opposition we have had to encounter in other quarters, I do not say that I am prepared to resist the suggestions which have been made, if I could see no chance of carrying my first proposition. But before I express myself more decidedly as to these resolutions, it will be necessary for me to consult the commissioners (cheers).

Sir WM. SOMERVILLE—I think I may take it upon me to assure your Lordship, that the meeting was anxious to leave the whole matter to the consideration of Government, and to press you for no decision until you should have ample time for consideration (hear, hear).

Lord MORPETH—What do the gentlemen from the western and northern districts say upon this part of the subject?

Mr. F. FRENCH—I can decisively answer that question for the western gentlemen; they are unanimous in the views expressed by Sir Wm. Somerville. I believe Mr. Lucas (member for Monaghan) would certainly prefer that a portion of the advance should be given to private companies. I collect, however, from the conversation I have had with him, that if the proposed three lines were to be sanctioned by government, and *simultaneously* proceeded with, he would withdraw his opposition to the measure.

Mr. BIRMINGHAM—I have the honour to represent here a considerable body of most respectable persons who have hitherto acted upon the belief, that Railways in Ireland could be more advantageously constructed by private enterprise, but I do *not* feel authorised to state, that if those lines now alluded to were

agreed to by Government and carried *pari passu* into execution, my friends would not stand in the way of any measures tending to attain that object. On my own part, though personally having a deep interest in private enterprise, I would be glad to support the Government in their intentions to complete the lines, and would endeavour to persuade those whom I now represent to do the same, and who, I have no doubt, would assist the Government in their completion (hear, hear).

LORD MORPETH—So far we now clearly understand the position in which we are placed. The speculations of private enterprise being abandoned, and the Irish members being unanimous in supporting the measure, upon the supposition that the three lines were to be commenced in the way proposed, still we are to consider what the English opponents of the plan would say. Would they not be apt to take objection to the variation of the proposition which I laid before the committee when the vote was agreed to? What guarantee can I have upon this point?

MR. F. FRENCH—All we have to ask from the English and Scotch members is, that they would apply to us the same principles which they apply to themselves with reference to the advance of public aid. Very large sums have been not only lent, but granted by Parliament, for the execution of public works, both in England and Scotland. I may add, that considerable balances of the loans so made still remain unpaid; whereas we have most punctually fulfilled all the engagements which we have made for repayment with the Board of Works (cheers).

MR. BIRMINGHAM here referred his Lordship to page 5, in his published report, where he states "that 145,198*l.* had been paid out of 600,000*l.* lent by the 1st & 2nd Wm. 4. c. 33. and 6th & 7th Wm. 4. c. 108."

MR. ASHTON YATES—I have had occasion to make some inquiries in the city as to the practicability of procuring advances from private capitalists for Railways in Ireland, and I can take it upon me to state that no considerable sum could be obtained in that quarter for any such purpose. If, therefore, any lines of railway are to be executed in that country, they must be executed either by the State or by Irish capitalists, and the latter alternative I look upon as altogether visionary (hear, hear).



Lord MORPETH—I have no assurance yet that the project of the meeting would meet with any general support from English members.

Dr. LEFROY—I would take the liberty to suggest that steps should be taken for collecting their opinions on that subject.

This suggestion having been generally approved of,

Lord MORPETH added that he must necessarily take some few days to consider the resolutions just placed in his hands. It would be his duty also to have the opinion of the Commissioners upon them; and in the mean time he would be glad to hear how far they were likely to be supported by the English and Scotch members. At the same time he thought it right to say that what had occurred during the present interview, and the independence and respectability, and influential character of the present deputation very much inclined his mind, as far as he was individually concerned, favourably to consider their proposition (cheers).

Mr. PIM stated that a paper now in progress of circulation, entitled "Irish Railways," and to which his name, as well as those of his friends, Mr. Thomas Wilson (Governor of the Bank of Ireland), and Mr. Kincaid, were subscribed, were issued entirely upon their own responsibility, in their capacity as delegates from a committee appointed by one of the most numerous attended, and in point of wealth and station, perhaps the most influential of any assemblies ever congregated upon any subject whatever.

The Deputation then withdrew, every member of it being strongly impressed with the frank and courteous manner in which they were received by Lord Morpeth.

145.  
182

**A REPORT**

**OF THE**

**PROCEEDINGS AT TWO PUBLIC MEETINGS,**

**HELD AT THE**

**THATCHED HOUSE TAVERN,**

**ON THE 13TH AND 20TH OF APRIL, 1839,**

**FOR THE PURPOSE OF**

**TAKING INTO CONSIDERATION THE NECESSITY OF**

**FORMING**

**RAILWAYS THROUGHOUT IRELAND.**

**CALLLED BY**

**THOMAS BERMINGHAM, Esq.**

**OF CARANAMA, KILCONNEL, COUNTY OF GALWAY ;**

**CHAIRMAN OF THE GENERAL IRISH RAIL-ROAD COMMITTEE.**

---

**L O N D O N :**

**PUBLISHED BY MESSRS. FORES, 41, PICCADILLY ;**

**AND SMITH, ELDER AND CO. CORNHILL.**

**1839.**

**[*One Shilling.*]**

LONDON:  
PRINTED BY STEWART AND MURRAY,  
OLD BAILEY.



## A REPORT,

&c. &c.

---

*Mr. Bermingham* moved that *Mr. Ellis*, the Member for Newry, do take the Chair.

*Mr. Lewis Smyth* seconded it, and it was unanimously carried.

*Mr. Ellis, M.P.*, having taken the Chair.

*Mr. Bermingham* rose and said,

“*Mr. Chairman and Gentlemen*, I beg leave to apologize for having called you together the other day, and afterwards having been compelled to disappoint you, but ill health, and the severity of the weather, must plead my excuse. Yet I felt it was my bounden duty to call you together again this day, to take into consideration this most important subject. The reason I have taken a prominent part in this business, is, that through the kindness of my friends in Dublin, I was appointed Chairman of the Committee sitting there, to take into consideration the plan of Railways in Ireland, and whether the Government plan was the most desirable to adopt, it having consented to apply two and a-half millions for the purpose, at a period, when the peasantry of Ireland is suffering from the severity of the late storm, of which years can scarcely repair the injury. I do not doubt the benefit such a sum will confer, neither do I wish to oppose it; but it is my bounden duty to tell you, the proposed plan of the Government will not prove generally advantageous,



and I would rather the two and a-half millions were lent at Stock Interest to English capitalists, who are ready to take up these lines, and be repaid from the commerce of the country. As there are various companies already formed; these are ready to execute certain lines if not interfered with. Having taken a prominent part in this matter for the last six years, I may be able to explain to you their views, more fully. In 1836, finding that Lord Lansdowne was about to move for a Commission to investigate the matter, I wrote a letter to his Lordship upon the subject. The Dublin and Kilkenny line was formed, and had obtained an act previously to the survey being made by the Government Engineers, or the appointment of the Commission; but the line I took a more particular interest in, was the line that runs direct from Dublin through Athlone, to Galway, because I felt it would give universal satisfaction to Ireland, with facility of communication to seventeen counties, three and a-half million of inhabitants; and ten millions of acres of land all of which would be benefited by the steam communication on the river Shannon taken in connection with this line; it was estimated the improvement of the river Shannon would cost half a million. While our Committee was sitting, it was assisted by two able Engineers, Messrs. Wm. Bald and David Aher, who declared in favour of the line I have already named. Her Majesty's Commissioners considered there would not be an adequate return for the outlay on that line of railway, but I disagreed with those Commissioners, who stated, it would not be a remunerating line; we had already a subscribed capital of 200,000*l.*; the parties wanted only pecuniary assistance from the Government by way of loan. There is a Gentleman present (Mr. Murdock) who will verify what I now state upon these points, and will (if necessary) state to you his opinion, *that this line will be a remunerating one.* But suppose the Commissioners are right, are they warranted in the outlay of so much money, without giving to us other advantages, that of communicating with points that would be more advantageous, such as packet stations, &c. ? I will affirm without a fear of contradiction, that the running a line of railway from Dublin to Galway would be attended with great and incalculable advantages to both kingdoms, by forming a more direct communication with

America ; the present traffic is not a tenth part of what it would be if this line were completed. No one can doubt the necessity of completing the Dublin and Kilkenny line, upon which the Shareholders are ready to pay up their calls, but it would be much injured by the competing line proposed by the Government Commissioners, and we ask of them assistance to complete the lines to Belfast, Galway and Cork. I hold in my hand the opinions of those gentlemen who take an interest in these lines, and who only require the Government to what is called "post the coal," that is, advance 30 per cent. on the cost of making these three lines, and they will be executed, which would open the resources of Ireland. If the Chancellor of the Exchequer will advance two and a-half millions of money, the English capitalists will subscribe the remainder, and we shall soon be able to complete the lines to Cork, Galway, and Belfast. I was glad to find that three great Firms in the City, which I called upon yesterday, were favourable to these undertakings: they were those of Mr. John Abel Smith, Mr. Bainbridge, and Messrs. Ladbroke, the first of them, two years since, was ready to assist the line that is to run to Galway. In referring to the *Seventh* Report of Public Works in Ireland, I find in the expences for making and repairing roads, that above 700,000*l.* had been voted by Government at various times. From this report I make the following extracts :—

The sums which have been applicable to Loans are,

1st. Originally appropriated by the Act of 1 & 2 Will. 4. c. 33 . . . . .	500,000	0	0
2d. Exchequer Bills paid off by monies received in repayment of principal up to 31st December, 1838, the amount of which is considered re-issuable under the 60th section of the 1st & 2nd Will. 4. c. 33 . . . . .	145,198	6	8
3d. Additional sum appropriated by the Act of 6 & 7 Will. 4. c. 108 . . . . .	100,000	0	0

Making a Total of . . £745,198 6 8

" The effect of both Loan and Grant Fund has been not only to encourage objects of great public utility, tending to increase and in a very great degree perpetuate future sources of employment and industry, but in most instances this assistance has afforded the only means by which they could be executed at all."

From the same Report on Public Works in Ireland, I take the following sums lent by Government which do not appear to have been repaid.

# LOANS OUT OF CONSOLIDATED FUND.

PARTIES.	PURPOSE.	BALANCES.			Interest accrued to 31 Dec. 1838.	TOTAL.	REPAYMENTS.			BALANCES.					
		Principal.		Interest.			Principal.	Interest.	Principal.	Interest.					
		£.	s. d.								£.	s. d.	£.	s. d.	
Commissioners of	Navan Turnpike-road.....	4933	6 1	2694	2 8	295	19 11	7923	8 8	..	..	4933	6 1	2990	2 7
Ditto	Ditto .....	1286	14 10	944	14 3	64	6 8	2295	15 9	..	..	1286	14 10	1009	0 11
Ditto	Ditto .....	923	1 7	656	2 9	46	3 1	1625	7 5	..	..	923	1 7	702	5 10
Commissioners of Wide Streets, Cork	To improve the City .....	6700	0 0	2322	3 6	268	0 0	9290	3 6	..	..	6700	0 0	2590	3 6
Ditto	Ditto .....	7000	0 0	3598	15 3	350	0 0	10948	15 3	..	..	7000	0 0	3948	15 3
Grand Canal Directors	Ballinasloe Extension and Bridge .....	46254	3 0	18687	19 6	1850	3 3	66792	5 9	..	..	46254	3 0	20638	2 9
Ditto	Mountmellick Branch.. ..	33416	6 1	12837	0 1	1336	13 0	47589	19 2	186	6	433416	6 1	13987	6 9
Ditto	Ballycommon to Kilbeggan .....	18000	0 0	5015	9 10	720	0 0	23735	9 10	..	..	18000	0 0	5735	9 10
Commissioners for	Completing Wellesley Bridge and Docks, Limerick .....	55384	12 4	16407	2 6	2215	7 8	74007	2 6	..	..	55384	12 4	18622	10 2
Commissioners for a ..	Bridge across the Shannon at Athlunkard .....	6000	0 0	2406	13 7	240	0 0	8646	13 7	..	..	6000	0 0	2646	13 7
Ditto	Bridge at Youghall.....	10000	0 0	2768	8 7	400	0 0	13168	8 7	..	..	10000	0 0	3168	8 7

" Out of these loans, 230,000*l.* have not been repaid. I beg you to bear in mind that Ireland has been taxed for these loans, although the Government has not been repaid; and why? because it neglected to take proper security. The Grand Canal stands in the way of improvement in Ireland; if it were not for that, we should not have had so much stress laid upon the interference with its navigation: instead of taking security for the whole line, the Government at that day took security for merely the branches which have been constructed, and yet we find, while 10*s.* a ton toll is paid to the Grand Canal Company, not one penny is received by Government. I adduce these facts to prove to you that if a proper course had been taken by the Government of the day when it advanced the money, it would not have lent it on such security, as upon a narrow investigation, it must have seen it never could be repaid. If they will only be cautious how they lend money to Ireland, they will find every shilling will be repaid to them; we are now ready to lay down thirty shillings for every one pound sterling of advance by Government. I would refer you to the mode in which the Goetha Canal in Sweden was constructed, and this in a country which in its face and its general features are so similar to Ireland; it was commenced by the Government, but completed by private contribution, an English Engineer (Mr. Telford) and Scotch labourers were employed to complete it; men who had been employed on the Caledonian Canal; the undertaking turned the whole channel of trade, carrying it through the heart of Sweden and thus enriching it. So might Ireland command a vast trade from Russia by the Baltic, with America. The investigation of the Commissioners has cost the County near 30,000*l.*, and large as this sum is, it is insignificant in comparison with the valuable information obtained. Then let the plans be carried out. If railways run to West, North and South, every advantage expected will be derived from them. I must state, great credit is due to Mr. Peirce Mahony for the active part he took in establishing the Provincial Banks of Ireland, which have been of essential service to that country. Before I sit down I will read to you some extracts from "the Resolutions of the Grand Jury of the County of Galway, passed at the Spring Assizes of 1836.

" RESOLVED—That it is the opinion of the Grand Jury assembled at the Court House of Galway, Spring Assizes, 1836.—That the



formation of the shortest, the best, and most level line of Railroad between the Bays of Dublin and Galway, would be attended with great advantage to the trade both of the county and town, as also to that of the kingdom and empire at large.

“That we have the authority of Messrs. Bald and Henry, eminent Civil Engineers, who were employed to survey and examine the line, to state that it presents almost one continued level, and that an average sum of £10,000 per mile is fully sufficient to complete the work, and that of the entire length 92 miles old Irish measure, about one third part will pass through this county.

“That as an evidence of what vast importance the formation of an arterial line of Railway of such extent along the great level of Ireland will be to the trade manufacture and industry, not only of this county and town, but that of the entire empire; we are determined to record it as our opinion, that should Government agree to give a free grant of one half of the sum necessary to make the part through our county and will lend the other moiety interest free, we would willingly consent to be assessed in a sum in aid to repay this advance.

“That we refer with pride to the numerous statements which from time to time have been made, shewing that every advance made to our county, for the formation of new lines of Roads, have been repaid to the nation directly, and we have the authority of the Port Collector, John L. Reilly, Esq., for stating that the Revenue therefrom has increased, within a period of some few years, from a sum scarcely adequate to meet the expenses of collection &c., to a Revenue of fully £40,000 per annum—and this in addition to the sums annually paid to the Excise, which are most considerable.

“As an instance what may be expected from a Toll on such a work as this line of Railroad, we beg leave to state that the Tolls and Customs of this town were last year let at £1200, a convincing proof of the extent of the trade carried on in this port.

“We have been informed by those persons who have inquired into the traffic along the line, and are of opinion its present amount fully warrants us in recommending the work to the consideration of Parliament, as likely to be highly remunerative.

For self and fellows,

Unanimous,

(Signed) DUNLO, Foreman.”

“I will also read to you a portion of the report of two Civil Engineers, Mr. Wm. Bald and Mr. David J. Henry, em-

ployed by me upon a survey of the line from Dublin to Galway, along the great level of Ireland.

"A right line drawn from Dublin to Galway would pass about five miles South of Athlone, but a line of Railway laid out in that direction would have to run through very extensive morasses, and would cross the River Shannon at a place where much difficulty exists in effecting a secure and safe foundation for a Viaduct, and hence involving very great expense, without obtaining any material advantage in shortness of distance, or any improvement in the levels; in order to avoid these difficulties, and expense, we fixed on Athlone, where the bed of the River Shannon offers an excellent foundation to erect a Viaduct; further, Athlone being a great town, positioned in the very centre of Ireland, having extensive fortifications, and a large garrison, we were guided by these very important reasons, in adopting and recommending it, as the great interior centre of the Main Trunk. But above all these invaluable and inviting inducements, the country from Dublin to Athlone offers almost every facility which can be desired as to level and direction; no curve being described from a radius less than five miles, it may, in truth, be looked on as one continued straight line, the summit level of which, between Dublin and the Shannon, being not more than 270 feet, and the surface water of the River at Athlone being but 114 feet above the sea.

"This terminates the Railway at Galway, (where exists one of the deepest and most capacious Bays on the West Coast of Ireland, in which in 1795, Eighteen East India Men, and Five Men of War lay in perfect safety, and where the Harbour can be improved at a very moderate expense) presenting in its entire course from Dublin, a distance of about 118 British, or 92<sup>7</sup>/<sub>8</sub> Irish miles; A SERIES OF LEVELS, STRAIGHTNESS OF LINE, AND CHEAPNESS OF EXECUTION, PERHAPS AS YET UNEQUALLED IN RAILWAY ENGINEERING!

"This Grand Trunk being once completed, numerous facilities will then exist to extend branches not alone to every part of Connaught, but also along the whole line North and South, comprehending Sligo and Belfast, Limerick, and Waterford.

"We viewed and examined the Bay at Galway, and we are of opinion that a rough rubble stone embankment can be easily and very cheaply constructed between the mainland and Mutton Island; the Channel between them being dry at low water spring tides. This would be a most valuable and useful improvement, as it would give protection to a very considerable portion of the Bay within; but we beg to observe, that the great and desirable work would be the erection



of a mole or break-water, on the South-Eastern extremity of Mutton Island, extending into deep water, and to be of such length as sufficiently to cover and fully protect that part of the Bay where vessels generally anchor. This is esteemed by experienced nautical men, well acquainted with it, to be the very best holding ground (consisting of firm and tenacious blue clay) on the West Coast of Ireland. In our opinion, the construction of these proposed works would not only effectually protect a considerable extent of the Bay, but more particularly, an area of 360 acres of deep sea, at low water, which would form an excellent safe Asylum Harbour, fit to receive Steamers, of the very largest burden, at all times of tide, and in all weathers, and also large Sailing Ships drawing twenty-two feet of water ; and which improvement could be constructed at a very moderate expense.

“ The Town of Galway, the capital of Connaught, which is situate on the Bay, at the termination of the line, contains a population of 45,000 inhabitants ; possesses nearly forty water-mills, extensive fisheries, and in its neighbourhood, inexhaustible quarries of beautiful marble, excellent lime-stone, and fine red granite.

“ The extensive Basin of Lough Corrib, possessing such a vast water power, almost in the very centre of Galway, so near the sea, and consequently so well adapted to the convenient working of all kinds of machinery, offers valuable and highly inviting facilities to the enterprise of the capitalist, and man of business, to carry extensively on numerous branches of manufacturing industry. Lough Corrib has a coast line of not less than one hundred miles, a surface of not less than thirty thousand acres, and is navigable from Galway, for more than thirty miles, into the interior of the country ; and when the facility of connecting and improving the great Western Lake navigation is duly considered capable of being easily extended across the entire province, from Galway Bay to the sea at Killala and Westport, being a distance of an inland navigation of nearly eighty miles, Galway may certainly be deemed as a most favourable position, by its embracing so many important objects, indeed fully sufficient to entitle it to become a Railway terminus on the borders of the Atlantic. We must again admit the natural advantages of this place are so very many, that we may fairly assign to it almost this pre-eminence, above any other to be found on the West Coast of Ireland.

“ The whole country, which it is proposed the Railway shall traverse, between Dublin and Galway bay, is ONE VAST AND CONTINUOUS FLAIN ; and the rock found consists entirely of secondary lime-stone ; granite, however, is found at the extremities of the Railway,

both at the bay of Dublin, and also at the West side of the Galway river.

“ Looking at the geographic position of Galway on a map of the British Isles, and reflecting on the great levels which the physical structure of the Country presents in so many directions from it, viz.—by Limerick to Waterford, which is connected with Bristol by steam navigation ; offering at once a direct communication to the whole of the south of England, while the line to Dublin will be connected by Liverpool with the great manufacturing districts in the midland counties of England ; and again the line from Galway by Athlone, continued to Armagh and Belfast, will offer a direct intercourse to all the trading and manufacturing districts of Scotland ; thus fully embracing by these three lines of Railway, the greater part of the trading and manufacturing population of the empire, because if it be attentively considered, southern, central, and northern Ireland, will each be traversed, from sea to sea, while steam navigation will connect them to those Railways now made, and about to be made, in Britain, viz.—from Bristol to London—Liverpool and Manchester to London—and Glasgow to Edinburgh, the superiority of this line, as a main trunk, will be apparent.

“ By means of these important works, the passengers to and from the States of America, the Colonies of the Canadas, and all the nations of Europe, will be able to travel through the British territory with all the rapidity and superiority of dispatch which can possibly be attained by modern invention ; thus avoiding the oftentimes dangerous and tedious navigations of the channels, both on the North and South extremities of Ireland and England.

“ If a line be taken on a great circle of the sphere from Liverpool, through Dublin, to St. John's, in Newfoundland, it will run through Sline Head (see Mr. BALD's evidence before Select Committee on Public Works, in 1835), the most Western Promontory, and which is distant from St. John's in America, about 1610 Geographic Miles. A line drawn from Liverpool, by Dublin, to St. John's, in Newfoundland, is shorter, in point of distance, than if taken in any other direction across Ireland : the bay of Galway is therefore decidedly, in this respect, the most eligible place as a Steam Navigation Harbour, to communicate with the rising States and Colonies of America.

“ As the whole line of country between Dublin and Galway, is so extremely favourable to the construction of a Railway, and as there are no Tunnels, nor any heavy Embankments or excavations on it, and only three Viaducts of any extent, we are of opinion that an average

of £10,000 per mile will be more than sufficient to defray the entire Cost of Execution.

"Acting upon the foregoing data, and calculating the vast advantages of this Line, and its position as a Main Arterial Trunk across the centre of the Kingdom, from sea to sea, we feel satisfied it must prove the most beneficial speculation ever yet undertaken amongst us; affording an open hitherto unprecedented, for the introduction of Capital, to call forth the capabilities of our Country, particularly of that fine, but most neglected of her provinces, Connaught, where the hand of Nature has bountifully dealt her choicest gifts—but man has been inactive, to arouse the enterprize and energies of our countrymen, to give employment to thousands, and diffuse content and comfort throughout the land, the results of which can scarcely be estimated."

I wish here to remark that the Grand Jurors of the County of Galway have often declared to me, that "the roads made and kept in repair by the Board of Works, are done at greater cost than the roads under their own superintendence." I now take leave to move the following Resolution.

"That the policy of immediately introducing the advantages of Railway communication into Ireland having been affirmed by Parliament, and English and Irish capitalists having evinced a favourable disposition to effect the construction under the sanction of Parliament of certain main lines already laid down, one to the North, one to the South, and one to the West, which may be made to embrace a comprehensive and complete railway system for all Ireland, it is most expedient to leave it to the wisdom of the Legislature to decide upon the progressive extension of these lines to large towns for communicating with which they were originally projected."

*Mr. Horsman*—As a shareholder of the Dublin and Kilkenny line, I take leave to second the Resolution. This line would have been carried into effect by private speculation, if its efforts had not been paralyzed by the Commissioners' Report; I, therefore, think the Government will not apply any portion of the two and-a-half millions, for carrying out this proposed line, of the Commissioners, which would materially affect the interests of this company, if not entirely supersede it; neither do I think



the south-east line which they propose to run through Holy Cross to Limerick, will be so desirable as those proposed by private companies. I was induced to become a shareholder in the Dublin and Kilkenny Company, from the favourable Report made in the House of Commons. I have paid up my calls, considering it would prove beneficial to myself and the public; we had scarcely commenced it, when we were told the Government intended to form a competing line, in consequence of which, many of the shareholders declined making any further payments. I know many who have refused to pay their calls from these very circumstances. I therefore trust the Government will abandon their design and lend its aid to us.

*The Chairman* then read the Resolution to the meeting.

*The Knight of Kerry* then rose and said — My noble friend Lord Fitzgerald and myself were induced to attend this meeting, from the interest we take in Ireland; and we were disposed to think a large body of landed proprietors would attend here to-day. I feel, before Parliament takes any further steps, a further expression should be made by the Proprietors. I feel, respectable as this meeting is, there are very few Irish Proprietors present; there are many in town who are in Parliament, others who are not in parliament. Why are they not here to support the cause of Ireland, on this most important question? I lament that there seems great probability that the application to Parliament for a grant of money to make Railways in Ireland, is likely to be defeated, and I think it will arise from a want of exertion on the part of the Irish Proprietors, that they do not come to some general understanding for the general interests of the country. It is not my wish to impugn the Report of the Commissioners, which has received the sanction of Parliament; but if gentlemen come here to complain of particular lines, as Mr. Bermingham has done of that which has to pass through Connaught, others may also complain that their counties have been thrown over by the Commissioners. As an individual, I have a right to put in my claim, on the part of Kerry which has been thrown over, as much as that portion of Ireland which has been complained of by Mr. Bermingham. I think there is an inconsistency in the Resolution, which you will see if you refer to the concluding paragraph.

*Mr. Bermingham* explained, that there were three lines of which he approved—those to Belfast, to Cork, and to Galway.

*The Knight of Kerry*—I feel that some plan should be adopted which will benefit Ireland altogether. I do not feel myself competent to decide upon the packet station, when there are so many conflicting opinions upon this question. I feel it is impossible for an Irishman to come to an impartial opinion on the subject, yet I feel that it is important that we should open an easy communication with the United States, so that we might command the passengers, goods, and letters, which would secure an incalculable profit; and the resources of Ireland are increasing very hour, which will be an encouragement to the English capitalist, without whose aid we can do nothing. I should lament exceedingly if it goes abroad that the body of gentlemen meeting on this important question should give an opinion other than what would meet with the sanction of the Proprietors of Ireland; if you do, they will go before Parliament and oppose the Government grant.

*Mr. Bermingham*—I thank the worthy Knight for having set us right. We have plans and estimates, which have been laid before the public and adopted by them; and I attend here to-day to support those lines projected by private individuals. The one from Dublin to Kilkenny has private capital already invested in it, and the Company is ready to go on with it, but they will not adopt the plan of the Commissioners. I am here as the representative of a respectable meeting held in Dublin, where it was stated that three-and-a-half millions of money had been already subscribed to make Railways; so that it is not correct what the Knight of Kerry states, that the English capitalists will not subscribe to these undertakings. We ask for a Committee of the House of Commons to investigate the lines; we are honestly disposed, and I will be no party to that which is not straight forward. There is a noble Lord present, (Lord Fitzgerald,) who is an excellent landlord, he will not attempt to defeat the plan for raising two and-a-half millions, he can state that all monies lent as loan-funds to aid the poor in Ireland, have been repaid, and the state of profit from the various Banks, aided by British capital, is another proof of the benefit to be derived by such loans. If we want money we must apply to the English capitalists; and in



advocating the line to Athlone, I do it because I feel it is the best. I have to apologize for having taken the liberty of calling this meeting, but I shall be most happy to adjourn it to another day, when we may have a clearer view of the subject and meet in larger numbers. I do not wish to lose my own time, or that of the public, yet if Railways are to be made, let them be at once constructed. I think Ireland would be more considerably benefited by a line to the west than to the south; in the line to Galway many gentlemen will give their land, and Irish gentlemen are ready to assist it with capital if it be not frustrated by the Government, running a southern line.

*Mr. Lewis Smyth*—I feel we are fortunate in having the Knight of Kerry here this day, who has spoken so clearly and so pointedly on this question, and supported as he is by the noble Lord on his right who agrees with him. The objects of those who originated this meeting, were Irish interest combined with the English capital, and I agree with other gentlemen, that we must not expect to have Railways in Ireland without the assistance of the latter. We have been informed of the Government plan, as stated by Lord Morpeth in the House of Commons. I think this is not equal to that proposed by private individuals; the latter has an existing stream of traffic, connecting itself with the largest and most popular places in Ireland, with the aid of distant parts of the country. We are most anxious that our statements should be refuted, if they can be refuted; and then by the most constitutional means—a Parliamentary enquiry. We seek a Parliamentary grant aided by private capital, to be regulated in such a manner as the legislature shall think fit; and I know no better manner in which the difference of opinion can be more satisfactorily settled. We have this day endeavoured to convey to you facts which are indisputable; the last resolution, which I will read to you, states—

“That the due exercise of the powers of Parliament appears sufficiently to meet the complaints which have been raised against Railway Companies, by means of a General Railway Act, which would bind all Railway Proprietors, Lessees, and Contractors, and ensure regular and convenient hours of travelling; reasonable fairs, prompt and satisfactory ful-



filment of the contract which, in every instance, must arise between the Proprietors of a Railway and the Persons travelling on it."

You will perceive it shews most clearly the course we are to pursue, and the following Resolution will place our views still more clearly before you:—

"That instead of the expenditure of two and-a-half millions, as an experiment on the part of Government for making a Railway for a part of Ireland only, it is the decided opinion of this meeting, that it would be more judicious and beneficial for Government to offer a loan of two and-a-half millions at stock interest, in portions proportioned to the expenditure required for each undertaking; which would insure the ultimate completion, by private companies, of a general system from Dublin to Belfast by Drogheda, Dundalk, and Newry,—from Dublin by Carlow, Kilkenny, and Clonmel, to Cork—and from Dublin by Mulligar and Athlone to Galway. And that this meeting do petition Parliament for a select Committee to consider of the terms and conditions on which it may be proper to promote the extension of Railways in Ireland upon the principle herein stated."

I venture to submit these general statements to your view; they emanate from a committee now sitting in Dublin. In conclusion, I ask, what is to be done in furtherance of this object? We solicit such an enquiry as will enable Parliament to advise us what to do, and on what terms. I feel it will be quite impossible to complete Railways in Ireland, without the aid of capitalists. I will not dwell on any particular line, nor am I ready to recommend any one proposed by Lord Morpeth. I will not dwell on the injustice and the inconsistency of adopting the Government Railway in any part of Ireland, which must produce so much conflicting interest. I take leave to place before the meeting the important fact, that private capital from the first to the present moment, both English and Irish, has been liberally tendered in support of Railways in Ireland, and I think it is of the greatest importance that in any discussion on this question this fact should be kept in view. I trust it will be borne in mind, that the great object of this meeting is to test in a full

and fair manner the truth of the statements set forth on this subject, and further, I trust we shall not be refused our reasonable request; and that in the wisdom of Parliament it will extend its aid in a liberal manner for the benefit of Ireland this mode of communication. One of the large companies projected in the North of Ireland called a meeting in Manchester, when it was found two-thirds of the capital subscribed was from English capitalists there; a further call was then made, and a resolution passed with a determination to follow it up. Let these facts be laid before Parliament and the public; and we shall be soon placed in a different situation to what we are now. We endeavoured to get a larger number of proprietors here to day, and anticipated a more full attendance, but I trust an adjournment of the meeting will give the desired object.

*The Knight of Kerry.*—I hope you will not misunderstand me,—I do not object to an application to Parliament, I really hope Parliament will take up the subject.

*Mr. James Grattan, M.P.*—I am much disappointed that some English capitalists are not present. I have no object in attending here, but to promote the interest of Ireland. The sum of two and a-half millions is a large sum to be spent by Government. I agree with Mr. Bermingham, that if the money is not honestly spent I would rather that it was in the Treasury. I must say all parties in Ireland should come forward to express their opinion on this question. I shall not speak or vote on any particular line to-day, not wishing to commit myself, as I wish to reserve myself for another occasion. I think we should get the Irish proprietors to attend with the English capitalists; this would be followed by great public advantage. I would, therefore, suggest an adjournment to a future day, previously to the 22d, when the question will come before Parliament.

*Lord Fitzgerald.*—I earnestly recommend Mr. Bermingham to postpone this meeting to another day. I have no doubt, from the report on the table, and the able exposition made by Mr. Bermingham, that the meeting at Dublin was composed of men of great influence, and I am sorry there are not more here this day. In referring to the West of Ireland, with all respect to the gentlemen who have spoken, I cannot think the interest of that part of the country is represented in this room; I hope

their absence is not a disapproval of the plan, as it would throw an unfavourable impression on the meeting. I may be mistaken,—yet, I believe there is no gentleman, but Mr. Bermingham and myself, connected with Connaught present. I should be most anxious that the proposition made by Mr. Bermingham should be entertained by Parliament. I shall decline giving my opinion upon the different lines proposed, as the interest I might have upon the line would preclude me from giving an unsuspected one. I shall be called upon to do so when the question comes before Parliament, my opinion shall then be an unbiassed one. I do not think any man can be more anxious than myself for an honest investigation, as recommended by Mr. Bermingham, and that by the House of Parliament. I cannot support this resolution which is in opposition to a recorded vote of Parliament, but I hope this question will be entertained by every one, as one of public importance, having the benefit of society solely before them, and not suffer themselves to be biased by private interest in the improvement of their property, giving an example of the usefulness of the expenditure to Ireland. I hope all who have the interest of Ireland at heart will attend, so that the cause may be put clear and full before the Parliament, where everything will be fairly tested. There are resources of revenue in that country, which called forth in improvements by the public expenditure of British capital, will make an ample return for the investment. We are well aware that without this no improvement can be made, and I hope it will not be considered unbecoming in me, when I say I decline taking part in either adopting or rejecting the resolution; but I will not protract the discussion.

*Mr. Bermingham.*—I am glad I called this meeting, as I see several Irish proprietors present, and if it will suit their convenience I will propose an adjournment of this meeting until Saturday next.

*Lord Fitzgerald.*—I am without communication with any other proprietor, having just arrived in London. I shall go to Parliament with an unbiassed feeling on the question, but I shall be happy to receive any suggestion.

*Mr. Bermingham* withdrew his resolutions and a resolution for an adjournment was carried.

*Mr. Smyth* moved a vote of thanks to the chairman.

*Mr. Vigors, M.P.* seconded it, which being unanimously carried,

*Mr. Ellis, M.P.* said,—I thank you gentlemen for your vote of thanks, I had but one object in attending here, that of the improvement of Ireland, and to assist in the improvement of Society in that country. I think we have done wisely in adjourning this meeting, which I have no doubt will bring about a satisfactory result.

*Mr. Latouche.*—Before we separate, I take leave to say, that *Mr. Bainbridge* would himself have attended here to-day as a Director of the Kilkenny Railway, (which would have been carried out, if it had not been opposed by a competing line suggested by the Government,) if he had not been prevented by ill health.

## PROCEEDINGS OF THE ADJOURNED MEETING

HELD AT THE THATCHED-HOUSE TAVERN,

*On Saturday, the 20th day of April, 1839.*

---

*Mr. Bermingham* said, *Mr. Ellis* having on the last occasion kindly filled the Chair, he would move that he do resume it.

*Mr. Ellis, M.P.* accordingly took the Chair.

*Mr. Bermingham.*—On the last day of our meeting, we had not so full an attendance of Irish Proprietors as I see assembled here to-day. On that occasion I entered at some length into the state of the public works in Ireland; it would not be wise in me to inflict a punishment upon gentlemen who have been up all night, by making a long speech. I will, therefore, merely read to you two or three resolutions prepared for the occasion, and which will embody all we have in view. Some gentlemen will, no doubt, concur in them, others will not; I wish those present to know what we are doing: my friends will tell you we are trying to get something done for our unfortunate Country. I wish, before we go to Lord Morpeth, for us all to be agreed upon something, that no discussion may take place when the question comes before the House of Commons. Let us enter upon some agreement among ourselves,—this would be gratifying to every gentleman. Let us unite in heart, voice, and mind to ask the Chancellor of the Exchequer to lend us the two millions and a half, for which we will give a satisfactory security. The course



that I would recommend is, to state that it is the opinion of this Meeting that three lines should be commenced simultaneously; by your judgment I shall be guided, and I am sure the Secretary for Ireland will be guided by the opinion of the Gentlemen by whom I am now surrounded. There is a proposition laid before you, from Her Majesty's Government, which we should thank them for, and not reject the two millions and a half as a loan; it would employ many of my countrymen for the next two or three years. Then let us see how it can be satisfactorily employed. Much has been written and said upon the making of Railways in Ireland. It is said that we have obtained bills for several lines, but that not one of them has been carried out, that is, not a fair charge against us; let me ask how many years it is since Railways were first thought of in this country; then deduct the number of years the Commissioners have been engaged in drawing up their report, and it will be found we have had little time for commencing our lines, still less to complete them. I, therefore, say there is no foundation for gentlemen to come to such a conclusion. The lines executed in England are lines which will fall into those we seek to complete, they all run to the west; for instance, Carlisle, Liverpool, and Bristol: it is natural for us to wish to see our lines commenced and completed which will be part and parcel of their lines. I am an advocate for Joint Stock Companies, being so, I went into the City to know what might be our success, when I called upon three Firms, they were Mr. Bainbridge, Mr. Ladbroke, and Mr. J. Abel Smith, who gave me every encouragement. One of those gentlemen is inclined to do more for us than any other man in the City of London, I need scarcely name Mr. John Abel Smith, a name associated with many great benefits conferred upon Ireland. I, therefore, think we can go fairly to Lord Morpeth and tell him the great capitalists do not think so badly of our enterprise; for I am told by these Houses the money can be raised to complete the lines consented to by Parliament, if we are aided by Government. The assistance is to be in the way of loan,—at stock interest for the two millions and a half, which sum is to be distributed between the three lines which we propose executing, one to the North, another to the South, and a third to the West. [Mr. B. then read the resolution.] I shall reserve to myself the right of changing my opinion,



for although having been appointed by a full Meeting, held in Dublin, to represent the views of parties here, which is in support of private enterprise; yet if this does not correspond with the feelings of this Meeting, I may take another course, and throw myself upon the good sense of my countrymen. I feel I should not do my duty to my country, or to the Committee, if I did not do this. I have given my views as concise as I could, I have stated to you all I know, and I trust the good sense of the Meeting will enable us to have but one voice when we go before Lord Morpeth. Perhaps some gentleman will be kind enough to move the first resolution.

*The Chairman* suggested, as several gentlemen had come into the room since the resolutions had been read, that they should be again read over, which was accordingly done.

*Mr. Eneas M'Donnell*.—Before we proceed further, after what was stated in the early part of the meeting, I wish to ask Mr. Bermingham if he has authority for saying, that the two millions and a half of money is to be lent by the Government at Stock Interest? I wish Mr. B. to explain.

*Mr. Bermingham*.—I stated, that being the representative of private parties, before I made an objection to the Government plan, I determined to make myself acquainted with the opinions of the capitalists in this great town. I have named three houses with whom I had communicated, I asked three firms whether they conceived a Joint Stock Company in the way of a Railway in Ireland was a matter they would meddle with; they said if the lines were agreed to by Parliament, and if Government made an advance of one-third by way of loan, at stock interest, there would be no difficulty whatever in getting money to complete the lines. I therefore say, if this sum was advanced to commence the three lines, instead of one line, it would be best, and with this view I drew up the resolutions. I have no authority from Government to state this, on the contrary, Lord Morpeth has stated he will proceed in his views. What I urged was, if gentlemen in this room would agree in a common object, and go as a deputation to Lord Morpeth, his Lordship would receive us with kindness; and no doubt but we should succeed in getting the money on these terms. If gentlemen do not approve of these resolutions, I trust they will

propose some others which may be more likely to obtain the object.

*Dr. Lefroy, M.P.*—I hold in my hand a resolution, and as far as I am able to collect an opinion upon the subject, I think it will meet with the unanimous support of the meeting, it is, "That in the opinion of this meeting it is expedient that three great leading lines of Railway in Ireland, one to the North, one to the South, and one to the West should be simultaneously constructed."

This is in fact to complete three great lines of Railway, they are to the North, South and West, to the exclusion or postponement of every other. After the consideration given to this question by most persons in this room, it would be vain for me to address this meeting on the subject, I shall therefore make but one observation,—that it be desirable, that as many trunks should be made in as many directions, for it will follow as an inevitable consequence that branches will run out of them. I think they should be adopted according to the substance of this resolution, and secure the same assistance to each line. Whatever may be the opinion on private speculation, these are the lines which should be first made as promising most effectual return to the undertakings. With these views I submit the resolution to the meeting.

*Mr. French, M.P.*—In seconding this resolution, I wish it to be understood, that I do not pledge myself to all the rest; for my own part I am anxious that the recommendation of the Commissioners should be attended to, and all the lines undertaken by Government.

*Mr. Ackersly.*—As a freeholder of Kilmainham, I take leave to move an amendment to the resolution, "that it is the opinion of this meeting, that the highways of Ireland, whether they be upon land, or upon water; that for the security, the honour and interest of the people, they should be confided to the people of Ireland, being for the best interest of the public and the Empire at large, &c." In offering this amendment, I do it on this conviction, that the Act of Parliament passed in 1766, secured to us, this title. Here the honourable gentleman went at some length into what he called the *tenurial* rights of Ireland, and concluded by protesting against Joint Stock Companies

which usurp the right to run through a man's property without his consent: by which he may be deprived of his franchise.

*The Chairman* enquired if any gentleman seconded it; no one responding to the call, the resolution fell still-born.

*Mr. Pim.*—I will ask one question, whether the honourable mover will consent to leave out the word *simultaneously*? for it pledges the meeting to something: besides, Lord Morpeth may not feel himself justified to go beyond one line. I think unanimity is a great object at such a meeting. I will therefore put it to the honourable mover, whether he had not better expunge this word, for it will be utterly impossible for Government to consent to a *simultaneous* construction of the three lines.

*Mr. Eneas M'Donnell.*—I must say the word *simultaneous* is so good a word, and has been so much used on late occasions, that I hope it will not be expunged.

*Mr. French.*—The whole force of the resolution depends on that word, I cannot therefore consent to its being erased.

*Mr. Vigors, M.P.*—We do not wish to dictate to Lord Morpeth; the resolution is meant to express the feeling of the meeting that the three great lines should be undertaken at the same time. Lord Morpeth has stated he cannot work them out all at once; we have good grounds to go upon, let us therefore express our opinion.

*Sir Wm. Somerville, M.P.*—I attended here this day not to take part in the proceedings of this meeting, but to collect as much information as I could. Nothing has been said while I have been in this room to alter my opinion. I would press upon this meeting to be cautious in their proceedings; you have had an offer from Government, such as was never made by any Government before, yet it is not sufficient to satisfy your wish. I listened with great attention to the speech made by Mr. Birmingham, and for his exertions in the cause of railways, he is entitled to the thanks of Ireland; but I think we are proceeding on wrong grounds, I do not approve of the proposition that we are to retire back upon private enterprize. Let me ask the gentlemen present who know what Ireland is, what will be the vast cost in constructing railways? what is two and a-half millions to construct three great lines? it will be but a drop of water in the sea, and then we are to retire upon what experience tells us,



is insufficient for the purposes of Ireland. You have no reason to suppose Government will advance more than two millions and a-half; but if I understand Mr. Bermingham, if they advance 30 per cent. of the capital, the monied interest will come forward and lend us the remainder. Has government made you this promise? Why, the construction of these lines will cost twenty millions. What sum do you calculate it will cost you to complete the three lines?

*Mr. Bermingham.*—The series of lines marked out by the Commissioners are to the North, North-west, South, and South-west, and are estimated to cost for the South and South-west, extending 299 miles, 2,729,500*l.*; for the North and North-west lines extending 154 miles, 2,221,537*l.*; for the West line as far as Mullingar extending 38 miles and a half, 310,000*l.* The total distance of these lines is 472 miles, and the total cost 5,261,037*l.* to which I will add a line from Armagh to Belfast, to complete the Northern series of the Commissioners' lines extending 40 miles, at a probable cost of 500,000*l.*; and from Mullingar by Athlone to Galway to complete the Western series 75 miles, at a cost of 750,000*l.* thus making the total distance 586 miles, at a total cost of 6,500,000*l.* which you will perceive is taken from the calculation of the Commissioners, as far as they have estimated them; and added to the other portions, will complete the whole of the series of the three main lines to the coast, North, South and West. The honourable Baronet will here perceive he is in a great error in his calculation, and I am happy in having the opportunity of referring to Mr. Vignoles, Civil Engineer, who I see by my side, to corroborate this statement, as he was employed by the Commissioners, and was previously Engineer to this very Company whose line he highly praised, it being uncommonly cheap in execution, and very productive in traffic. I think the honourable member is correct when he says we should be cautious that we do not lose the two and a-half millions which is to assist us; but if Lord Morpeth and the Government are determined to make these lines, which I would strongly recommend them not to do, we will shew them how they may do so and yet give satisfaction to Ireland. They may carry one line as far as Maryborough, the other to Athlone, and the third to Castle Blaney by Drogheda;



this will be accomplishing a great deal, and this may be done according to their own shewing for the sum of two million sterling ; I am satisfied they can do this under the two and a half millions. But as I before said, I have authority to state, that the whole of the three great lines may be *completed* with the assistance of the two and a half millions. Let a Committee be formed, and let the facts be laid before them, and the result would be beneficial to Ireland. I do not come here to give my opinion against the majority of the meeting ; yet I feel satisfied if Lord Morpeth will consent to lend us this money, the remainder will be immediately subscribed.

*Mr. Pim.*—I think this discussion is not regular ; the question before us is not a private enterprize—we are therefore a little out of order.

*Mr. Bermingham.*—I cannot submit to the honourable gentleman's interruption, but I will submit to the meeting whether I am to proceed. Sir William Somerville stated, that if the two and a-half millions were lent to us as proposed, it would be insufficient, as it would cost 20 millions to execute all the lines. I was about to explain. The Commissioners in their report state, they could execute their three lines for less than seven millions.

*Mr. Pim.*—This is out of order, Mr. Chairman, a gentleman rises to explain and then commences with a new speech.

*The Chairman* thought Mr. Bermingham was in order, and should be allowed to proceed.

*Sir William Somerville.*—I own I have been misinformed, and the statements I have made are in error. I formed my estimate by the cost of the English lines, I did not take into consideration the difference in the price of labour, but I believe the Commissioners propose laying down but one line.

*Mr. Lewis Smyth.*—The Commissioners estimate the cost of a double line of Railway at from 10 to 12,000*l.* per mile, and a single line at 8,000*l.*

*Sir W. Somerville.*—I do not think Mr. B. was out of order,—I asked for information: not being desirous of throwing any obstacle in the way, I did not wish to take much part in the proceedings. I neither approve nor disapprove of any plan ; I merely attend to hear all I can, and when the proper time arrives

I shall do the best I can to carry out this great object. I feel thankful to Mr. Bermingham for the information he has given to me.

*Mr. Bermingham.*—With permission of the meeting, I will now shew the cost of constructing these lines from Dublin to a point between Maryborough and Mountrath, called the first part of the main trunk line from Dublin to Cork, or southern line,  $52\frac{1}{2}$  miles in length, persons moving one mile in one direction daily thereon, 8728, and at a cost of 650,000*l.* This trunk line would facilitate communication with Limerick, Cork, and Waterford. The western line, running from Dublin to Galway, commencing at a point Cellbridge, on the southern line, by Mullingar and stopping at Athlone, length 60 miles, 5100 passengers move one mile in one direction daily thereon, at a cost of 600,000*l.* This line will give facility of communication to the whole province of Connaught, and parts of the provinces of Leinster and Munster, and, taken in connection with the proposed improvements of the river Shannon, will give above 300 miles of steam communication to these provinces in communication with Dublin. For the northern line from Dublin by Navan to Castle Blaney, as a trunk for the line by Armagh to Belfast in length 64 miles, number of persons moving in one direction one mile daily thereon, 6513, at a cost of 800,000*l.*; this comprises what is called 1st, 2d, and 3d parts of the Northern Series. This will enable Government, if they determine to undertake these lines, to construct impartially  $176\frac{1}{2}$  miles of Railway on the three great lines, N. S. and W., at a cost of 2,050,000*l.*, and in the most profitable direction, leaving a residue out of the proposed grant which might enable them to carry out the recommended improvements of the river Shannon. I do not pledge myself to the correctness of these statements, but they are founded on those of Her Majesty's Commissioners, and on all accounts I conceive the returns will be highly remunerative on these trunk lines. But if Lord Morpeth is really desirous of carrying out the lines in Ireland to their full extent, let him lend us the money and we can make the three great lines. I have given my opinion and, I hope, to the satisfaction of the meeting.

*Mr. Eneas M'Donnell.*—Do you propose to go by the way of Holy Cross?



Several Gentlemen said Yes, yes ! It is the most desirable point ; other voices, No, no !

*Mr. Bermingham.*—Maryborough might be made a common point, and the remainder left open for future consideration.

*Mr. Pim.*—I should not have presumed to have taken part in the proceedings of this meeting, seeing the characters of the gentlemen who surround me, had I not been deputed by the Governor of the Bank of Ireland. I agree with the principles of the resolution before you ; but I will support the suggestion thrown out by Sir William Somerville, that we should be very cautious in our proceedings. The Committee sitting in Dublin are of opinion, that great difficulties have been thrown in the way of the construction of Railways in Ireland by the Government measure not having been sufficiently bold. I believe Lord Morpeth has encountered greater difficulties than he would have, if he had brought forward a more comprehensive measure in the first instance : let it be tested in the south, and one in the north will soon follow ; or let them be constructed simultaneously. A measure of greater importance to Ireland was never brought before Parliament. I would recommend gentlemen to be cautious how they throw the apple of discord in the way of these proceedings ; for it may be caught at by the enemies to the measure, and our present advantage lost to us. I think whatever may be the line first commenced, it will be followed by the construction of others. I wish to agree with the spirit of the resolution ; it will be better for us, and for those who have only the interests of Ireland in view, to press forward with one line. I feel those to the north and to the west will receive great assistance from Dublin. We feel we are entitled to great consideration in this respect, having no partial or local interest. We feel the lines should be laid in the best direction ; and that those be adopted which Mr. Bermingham has mentioned. I am not inclined to dispute his opinion, that the sum proposed to be advanced by Government will secure these three lines ; but I can say, from my intimate knowledge of matters of this kind, and from the difficulty I have seen in raising money, that Mr. B. is mistaken in the proposition he has made ; but if it were to be accomplished, I would not give to private parties the uncontrolled management over them. I know the opinion of many persons

who are interested in the management of Railways: they say their duty is to study the interest of the proprietors and not the public,—that is a second consideration with them. On these grounds I would again implore the meeting to be cautious. I am sure there is not one individual in this room but feels anxious for the interest of his country; they should, therefore, take care that nothing shall arise to prevent or retard the construction of these lines. I will not bring forward an amendment; but I think we should adjourn, rather than adopt the resolution proposed,—it would be more decorous not to pledge ourselves to any particular measure. I will sit down by imploring the meeting not to be too hasty.

*The Chairman* now put the Resolution, when it was carried by a large majority.

*Mr. Reddington, M. P.*—In common with my friends near me, I attend this meeting to obtain information; but I feel no conclusion has been come to. I do not intend to pledge myself to any particular line; but wait until the question comes before the House of Commons. Without prejudice, I therefore propose the following Resolution:—

“That any aid by Government to Railways in Ireland, ought to be distributed in due proportion to the three provinces in Ireland.”

The question is, is Government to undertake these Railways? I think they can do it with great advantage; but if they do, it should be of a general nature, it should be for the general benefit. I rather approve of Government interference in these undertakings; but if they decline, they may be completed by the aid of private capital. We are told if the Government carry out the line to the south, private parties will not take it up in the north. If we do not obtain the assistance of Parliament, we must throw ourselves into the hands of private capitalists. Parliament is about to legislate upon the question; let us then give it every information. I think we may adopt this Resolution without pledging ourselves to any particular point. I trust that we shall be able to go to the Government with some definite proposition, and that all will not end in mere discussion.



*Mr. Vigors, M. P.*—I will second this Resolution. Our great object is to have Railways in Ireland, and to have them supported by the Government. I agree that, in carrying out this object, we shall meet with two opposing interests,—competing lines may be reconciled; but there is a party, and a strong one, which will oppose the Government, and try to mar our object,—we may call them Liberals, or Radicals; but they will not be disposed to give us any aid. That party will think it is a gift; and will refer back to those times when Ireland was assisted by loans, which were afterwards made a gift: they will say it will be the case on the present occasion; and therefore they will not consent to the grant. But I will state to them,—Ireland can give a security for returning the money,—nay, even more than a return. A prejudice exists; and they will attempt to argue that there will be no chance of its being returned. They will say,—if it were a good speculation, private enterprise would undertake it. Now, if we can prove private enterprise would undertake it on certain conditions, it would be a fair answer to their objections by proving there is the security, or private individuals would not come forward and subscribe their money. It is therefore our duty to reconcile, by convincing these two parties, and our object is obtained. We do not want to throw it entirely into private hands; nor do we wish to give Government the exclusive management. We wish to unite the two great means for the benefit of the country, that of public sanction and private enterprise. We must also consult that strong party which is against us, which will not consent to lay the money out in Ireland, but would rather lend it to the New Zealanders, or any other distant inhabitants of the globe, than Ireland. If we can prove that private individuals are ready to advance one-half the money, we have reason to suppose the Government will feel secure in lending the other half. The grand object of this meeting is to assist Lord Morpeth: let the landed proprietors present be united, and I think they will have great influence with his Lordship; if we institute an enquiry and realise what we state, that private enterprise will come forward and complete the three great lines, and further, that the two and-a-half millions will be sufficient for our purpose, he cannot refuse, but if we fail in our proof, the cause falls to the ground. Let us lay the facts before

Government and assist them in their determination; let us show them our object is theirs and that it can be effected. With these views I take leave to second the Resolution.

*Mr. Jas. Grattan, M.P.*—It is said that we are to do nothing that shall produce discord, and that we must act with caution: I am here to-day for the purposes I stated before. Mr. Lucas has given notice of an amendment which is the commencement of discord; but my opinion is, if we are to have a loan of two and a half millions, it is sufficient to produce concord, and I think should give satisfaction. But I am told that this does not, for I find the gentlemen in the West of Ireland, ably represented by Mr. Bermingham, and those in the North, represented by Mr. Lucas, are not satisfied; why if men will not promote the object, but create disunion, the question is whether the thing will be attempted? If we grant money, let it benefit the public and improve the country; I care not with which line you commence, the only object I have in view is the interest of my country; then let us as Sir Wm. Somerville says, be cautious in our proceedings. We should open the ears of Lord Morpeth, go to him in a body and state to him the views of this meeting. That it would be expedient in constructing Railways, that public aid should be joined by private enterprise; I feel it desirable that we should be aided by the English capitalists, let them go "*pari passu*." I have no objection to Government taking them up, but I know very well that the grand juries manage these things much more economically. I am satisfied if they were carried out by the Government, the expense would be considerably greater than if done by private enterprise. Is it not desirable that a Committee be appointed to wait on Lord Morpeth, so as to try and prevent a discussion in the House of Commons?

*Sir David Roche*—I perceive, from the observations of Mr. Grattan, that it is intended to throw the whole Railways of Ireland into private hands. I am opposed to it, for I think, even in this country it will end in an oppressive monopoly. I know no body of men who will give up their private interests for the public good. I therefore think, we should not place the public money under the controul of private individuals. I should as soon support one line as another; for I am certain, that if they be begun, they will be carried on throughout the country. I object to these



projects being supported for private ends, either in England or in Ireland; we should be cautious how we consent to such principles.

*Mr. Bermingham*—It is necessary for me to state most positively, that I left the question an open one. I did not wish to force my opinion upon the meeting, or to press any Resolution. This Resolution does not compel Government to lend the money, they may make the roads themselves. I most distinctly disclaim it, not having had the least idea when I entered this room what gentlemen would agree to, or what oppose—and I feel myself perfectly free to agree with the gentlemen present in advocating what is deemed best for Ireland.

*Mr. Mahony*—I would support any line, whether running from the north, the west, or the south. I only want it to commence, for it will then go on favourably. The honourable member for Carlow says, there is a party in the House of Commons, which is opposed to granting us money, for fear we shall not pay them. I know there is a great desire on the part of the English capitalists to assist Ireland. Then why should Parliament refuse what private individuals do not? The money lately voted for Irish purposes, I never considered a loan, but given in the way of justice, and as a means of pacification. We have always paid Government punctually. 700,000*l.* has been lent, and is in the course of repayment, to be lent again. But Parliament has advanced the matter further—that of improving the Shannon. You are now legislating on this important work.

*Mr. Smyth*—I beg the honourable gentleman's pardon, the Bill is not now before the house.

*Mr. Mahony*—No. But Parliament is pledged to the measure, also to improve Cork, Limerick, Belfast, and even Galway.

*Mr. Blake, M.P. for Galway*—And we are repaying the sum borrowed by tolls charged upon ourselves.

*Mr. Mahony*—That is a fact more strongly in our favour, and it is no small matter to improve a country, and employ Irishmen who are to do the work. Who is to do it? why, the state, and if we had the same facilities of borrowing in Ireland, that you have in England, by the grant of Exchequer Bills, we could raise money there without bringing them on the London Exchange, —give us the same facilities in Ireland as you have in England,

we will not then ask for any money. I will not ask whether the proposition is to embrace six, ten, or twenty millions, but that the Railway is to be upon a most comprehensive plan. After deducting the annual expenses from the receipts, we are to pay off the money advanced, when that is liquidated and a surplus remains it is then to be sunk in the reduction of the fares. But suppose the traffic in Ireland would not support this view, we must then be bound by a county presentment, to make up the deficiency; suppose the sum to be 82,500*l.* it would be 6,000*l.* for each county, and it cannot be stated in, or out of Parliament, that any one county is not a security for 6,000*l.* a-year. The first thing is to vote a presentment, but if the Grand Jury refuse to do it, the judge has the power to make the order. A party may say we will not trust Ireland for the sum of 82,500*l.*, but they should not forget to look at both the expense and the revenue of Ireland, with its debts, when they will find a surplus revenue. This is daily increasing, and there is no improvement in Ireland, but aids in the improvement of the revenue. I appeal to my noble friend, the Knight of Kerry, who has all along been in favour of improvement, if he knows of any improvement that has not repaid us. I say there is no shadow of argument against our not being able to give a security for money that may be lent us.

*The Knight of Kerry.*—I concur with the observation of the honourable Baronet (Sir W. Somerville), that we should act with caution. I think there will be a strong opposition to this sum being granted. I therefore think we should concur zealously to dispossess the public mind of all unfavourable feeling, by every explanation in our power; to shew there is no probability of a failure in our purpose. I was one of a body who first brought the Government attention to these loans in aid. Before Ireland is intersected with these lines, it would be advisable to guard against the faults which have been met with in England, that of creating a great monopoly, which is at present so seriously felt, and is increasing in such a way, that we hear of it as a daily complaint—let us remedy the evils which grow out of these private mismanagements. If it be desirable in England, it is equally so in Ireland—let us avoid falling into such errors. In 1836 a plan was recommended to Government, that they should not entertain private applications, but have Engineers to survey



the country for a series of Railways in Ireland, it grew out of the Commission proposed by Parliament. Now with that Commission I agreed, but I shall not proceed further on this occasion. I shall take another opportunity to speak on that question. We propose lines of several trunks, to which we express our assent by this resolution. The danger which I feel will be incurred is, that if the Government make a proposition to assist each particular line of railway in Parliament, it will meet with obstacles in the grant. I think we shall have great difficulty in passing it through the House of Commons. One of the main lines will pass through my property in Limerick, but I am not influenced by it, I will act with impartiality. I would say, if you wish to carry the Government measure, you must act impartially. I would have a main trunk to run to the West, North, and South, and I would impress upon you the necessity of combining private enterprise with public exertion. Sir, one of the grounds on which I agree in supporting the grant is, that the application of it may be directed by persons of unquestionable knowledge; but should it be to the exclusion of private enterprise, and Government will lend its aid of public money, we should take them at their word and leave it in their hands. After they have conferred this benefit on Ireland, we will leave it to them to form branches if they desire it, and I have no doubt but it will be done in the best manner by Government. When I applied to Government for the first grant, which was in Lord Liverpool's time, I said it was not to be a gift, but that it was to be repaid, and the guide was, it was to be lent to a useful object, and would be repaid. I am proud to say, that on all these grants the public faith has been kept as far as concerns Ireland. I believe it was in 1804 that some thousands were lent, all of which were repaid. I may say every farthing which was advanced has been faithfully and honestly repaid, therefore I feel bound to deny the charge of want of faith in Ireland. We have a right to appeal to past conduct, and the public will not be disappointed. I hope we shall be unanimous to-day and that no division will take place in Ireland, which may embarrass and defeat the measure.

*Mr. Henry Grattan, M.P.*—I feel that if we disagree, the whole matter will fall to the ground. If we go along with

Government we shall succeed. The resolutions are drawn up with that view. The statement made by my honourable friend, who has just spoken, that we have always paid the money borrowed, is correct, and there is every desire to prevent this grant from being lost to them.

*Mr. Quin.*—Having taken an active part in discussions on the subject in Ireland, and having made Ireland my peculiar study—having travelled all round and through a great part of Ireland, I hope I may be excused in offering myself to this Meeting. I think we should take every opportunity to expose the charge made against us, that we have not repaid the sums borrowed by us. The Radicals of this country presume to say every vote of money has been a gift to Ireland. Now, an exchequer-bill is a bill of exchange on the Treasury of Ireland, the same as on England; if, therefore, a loss is sustained, Ireland will share in that loss. It is only within a very few years the two Treasuries have been united; if we had a separate Treasury we should have no difficulty in raising the money, for we have ample capital in Ireland to sustain any loss; but the question is, is there any danger of sustaining a loss? We shall first give a mortgage on the works, which, if the Commissioners' opinion is worth a farthing, we are told will repay the whole sum granted for the execution of the line. Independent of this, there is another security—that of the districts through which these lines will pass. Lastly, they may be secured by the counties. Now, looking to these lines with the security, will any man in England say, this is a gift to Ireland?—if there is one, his opinion is not worth a farthing. On this ground, I think, this Meeting should tell the public of England we do not want it as a gift, but as a loan. Now, we must be both unanimous and cautious, for it is of importance that we should have one line carried out, the rest will follow as a necessary consequence.

*The Chairman* then put the resolution, and it was agreed to without one dissentient.

*Mr. Bermingham.* I will now read to you the next resolution.  
 “That while we agree in the suggestions offered in the foregoing Resolutions, we would respectfully suggest, that the proposed loan should be applied to the simultaneous com-



mencement and carrying on the three great lines to the North, West, and South, as far as possible."

*Mr. O'Connell.*—We are dictating a little. I do not think we should dictate to any Government.

*Mr. Blake, M.P.*—I think we are approving of the Government, we do not attempt to dictate, we merely *recommend* to Government.

*Mr. O'Connell.*—I believe my right honourable friend is mistaken in his view. We agree that we shall have three lines in the first instance, but to leave Connaught out of those lines is unjust and unreasonable, and the public seldom succeed when they are either. Let us shape our resolution so that we may mutually partake of the advantage; we may then get the support of the honourable member for Londonderry. If the line is only to run to the South, the members from the North will be found to oppose it, but if you adopt both, it may be met. You may talk of private speculation, but you cannot run in face of the Railway Report, where the Commissioners have declared you shall only receive four and a half per cent.; and it is ridiculous to talk of a loan from the Government upon the estimate of the Commissioners; besides, you must go through the expensive ordeal of a Committee of the House, being one of the worst places of punishment on this side the hottest place, and which you cannot escape. I could not help smiling, on reading a communication from the London correspondent of a Paris paper, where he states the Government plan of the Irish Railway Bill will be carried, for Mr. O'Connell is a large share-holder, and the Government cannot refuse him the boon. This is the knowledge of an historian of the present day, writing from one capital to the other! The thing must give way altogether if we do not adopt some plan which shall be regulated by common sense. Let us take three divisions of Ireland and share the advantage between them, and let us fix on some place to where the lines shall proceed. We shall then each partake in the advantage, when my honourable friend, the member for Galway, will no doubt concur with me. I will now submit the resolution.\*

*Mr. French.*—There is a great difference between the resolution proposed by Mr. Lefroy and that by Mr. O'Connell; we fix the points, but we do not ask for a long line, we shall accom-

\* The resolution was altered to as it now stands.

plish the object if we go to Athlone in the first instance, then to Thurles, and then to Castle Blaney, which will cost only two millions four hundred thousand pounds.

*Mr. Pim.*—I have pleasure in seconding the resolution put by Mr. O'Connell, it just meets our views, and I feel it will be the best means of securing this measure; we shall then be able to commence the three lines.

*The Chairman* then put the resolution, and it was carried.

*Mr. Baron, M. P.*—I have no private interest in these lines, but I do hope we shall come before Parliament, and before the country, with a definite object, and not suffer the whole Session to pass in discussing whether the line shall go to the North, South, or West. I wish for a line to all the points, and to each a sum should be granted by the Government, they should be under the controul of Government, and conducted by a responsible body. Those gentlemen who are interested in private speculation will not approve of this. I presume our object is to obtain an advance of money and put them under the controul of Parliament; but if we ask for money to complete them, we shall want five or six millions more, that is my view, and I throw it out as a suggestion; but, above all, do not let us go to Parliament divided in opinion, if we do, we shall get nothing.

*Sir David Roche.* As Mr. Vignoles is in the room, I would wish to have his opinion on the question.

*Mr. Vignoles, Civil Engineer.* I should have felt it difficult to have given an opinion, but from the words which fell from the honourable Baronet, "whether the three lines going to certain points should be commenced at once." I consider the districts are all so full of commerce, agriculture, and traffic, that they will produce an ample return, so much so, that I am satisfied there is no chance of any call being made on the counties, and the most sceptical will not oppose them. The Commissioners have made a calculation of return at four and a half per cent. Why? because they have thrown the most unprofitable part of the Country into their lines, and omitted the profitable; the points in the three lines which I should fix upon are—to the North, Castle Blaney; Athlone, in the West; and Thurles, in the South; which will give us ample security, what remains of the principal should go for an extension of the line. We shall



not be discouraged in a fresh application, if we can prove the first has been profitably expended, it will be a foundation for a further advance for the extension of the line which must follow.

*Mr. Baron, M. P.*—The first part being made through the most profitable portion of the country, parties will not be ready to extend the line through the least profitable portion of the country.

*Mr. Pim.*—It is of importance to the public that all should be in the hands of Government; if it were in private hands they would not extend it for the benefit of the public. But being in the hands of Government, they will pursue it.

*Mr. Baron, M. P.*—I said let the responsibility be with them.

*Mr. Lewis Smyth.*—I should have been glad to have let this resolution pass, as I did the others, without speaking; but as certain opinions are so often repeated, and as other persons have seen fit to qualify their assent to our proceedings, I hope I shall not be considered as intruding myself on the meeting, if I shortly explain my views, and the course I consider myself to be taking. The proceedings laid before this meeting were meant to be such as would secure unanimity, the importance of which I do not undervalue. I think then this is a fit opportunity for me to say, I agree with the last resolution, not because I expect it will ever be carried into effect by Government, as intimated by Mr. Pym, but on the contrary, because I feel satisfied it ought and only can be put into practice by private enterprise under such regulations as Parliament may think fit to impose. I know that the opinion I now express does not meet with the concurrence of some Honourable Members, and other gentlemen in this room, but, on the other hand, I know it does meet with the approbation of many other Honourable Members, and a numerous portion of gentlemen both in this room and out of it. Sir, I was struck by a remark made by the Honourable and Learned Member for Dublin, Mr. O'Connell, which, as it happens to be contradicted by facts, I trust I may be allowed to answer at once. The Honourable and Learned Member said, that "no private enterprise could be pursued in the face of the Commissioners' report, and that no loan could be made by government to an Irish railway after the Commissioners' estimate." But this has actually been done, and it is set forth

in the Report of the Commissioners of Public Works. It thus happens unfortunately for the correctness of Mr. O'Connell's statement, that the two things which he says are out of the question, have both taken place. The Dublin and Drogheda railway—"Oh ho!" from Mr. O'Connell.) I am stating facts and must repeat, that the Dublin and Drogheda Railway is a private undertaking: three fourths of the capital has been subscribed by English shareholders; and how are they acting? Since Lord Morpeth made his statement in the House of Commons the English shareholders of the Dublin and Drogheda Railway have met in Manchester and agreed to a further call in which they invite their brother shareholders in Ireland to follow them. And what is the consequence—a portion of the line will be open this year. That is my answer to the statement that private enterprise is out of the question, after the Report of the Commissioners. You see that English capital is still at our command, and still freely devoted to our improvement. Then as to the other statement, that no loan can be made by Government to a Company after the Commissioners estimate, why, the Public Works Report printed the other day by Parliament, shows that Government has actually offered a loan to the Armagh and Belfast Railway, and that the Company have refused it.

*Mr. Quin.*—Do you mean to say that the Armagh and Belfast Railway has had no loan from Government?

*Mr. Lewis Smyth.*—Yes, I mean to say upon the authority of the official report just presented to Parliament that they were offered and refused a loan of £15,000.

*Mr. Mahony.*—They applied for a loan in the first instance for £50,000.

*Mr. O'Connell.*—The case is this. They complain and say faith has been broken with them. They say they asked for and were promised £40,000, but that only £15,000 was afterwards offered.

*Mr. Lewis Smyth.*—Which they refused, and notwithstanding that breach of faith,—although Government offered a loan, and it was refused,—the works are proceeding, and the opening of the line to Lisburn is spoken of as certain this summer. That is my answer to the second statement, or rather to both statements, and it is conclusive. The Armagh and Belfast Railway is a private enterprise, it is progressing without aid from Government,



it was offered a loan and is able to do without it. I think it desirable to mention these points and to recall the meeting to those other points in connexion with this part of the subject which were so well made by my honourable friend Mr. Birmingham. And here again the meeting should observe that if no resolution has been placed before it distinctly in support of private enterprise, it is only because we desire not to risk the benefit of unanimity which prevails on certain other important points. If only for the sake of curiosity, it is most desirable to see Irishmen for once united. I assent to this course out of respect to the gentlemen who have appeared here to-day, expressing at the same time my full conviction that the statements made on our side will be found correct, and will be ultimately carried into effect. In stating it, I am under no apprehension of the unqualified advantages Ireland will derive from these undertakings. I say unqualified, because there cannot be a greater mistake than to join the cry that has been made against what are called the evils of monopoly. Railways are yet in their infancy, yet Parliament is not slow in instituting inquiries, and establishing provisions for their future controul. It was only last year that you had your first great line open, between London and Liverpool. It was soon found that some inconvenience occurred in the transmission of letters by it. What did Parliament and the Government do? A bill was immediately brought in to remedy the inconvenience, and it passed in as short a space of time as any public measure of equal importance was ever known to do. In this, the second year of railway communications, other complaints have been made; and again I ask—what have Parliament and the Government done? A Committee of the House of Commons is now sitting, to enquire into every complaint that has been made, and every evil that has been pointed out; and no man doubts that a full and effectual remedy will be provided for every real or imaginary defect. I then say, that where Government and Parliament have shown such a desire to remedy these evils, that a certain check will be given to all the evil monopoly can create just as fast, or perhaps faster than the evils can be called into existence. We have this further advantage as to railways in Ireland, that if constructed at all, they will be constructed under



the advantage of all the knowledge and experience gained from those which have been constructed in England. In the present state and temper of the meeting with regard to Ireland, the main question remains to be determined upon, and after the understanding which, as I conceive, we have come to, I shall merely observe generally, these facts by no means warrant the supposition that there is a want of inclination on the part of English capitalists to invest money in Ireland, but the reverse. I have here before me matter for many observations, and the fullest proofs upon this part of the subject, but it is unnecessary to go into them under existing circumstances. I have the share list of the railway company, with the various professions, residences, and amount of shares of that wealthy proprietary, to which I refer with peculiar satisfaction in the presence of Mr. Mahony, as he is himself a large shareholder. I have the deed of contract of the Dublin and Kilkenny Company, which is of a like satisfactory character; and I have to state, with regard to the great line to the west that the subscription deed was ready; the deposit of 10 per cent. required by Parliament, was also ready to be paid up for the use of the undertaking, by capitalists of the first eminence, when the report and Government scheme interfered with that great and most desirable project. Connaught, therefore, must not be rejected, but hold its due place amongst the provinces of Ireland. Government must not be permitted to deprive it of those advantages which other parties offer it. In conclusion I have only to express again the conviction I entertain, that if these resolutions are to be acted upon—it can only, and ought only to be, through the medium of private enterprise.

*Mr. Mahony.*—In advocating the principles upon which this meeting has met, I am not actuated by personal feelings, were it to be so I should advocate those portions of the country which are removed from Dublin, and not the rich divisions. I believe, as Mr. Smith states, that many lines will be executed by private speculation; and with regard to the Dublin and Drogheda line, to which he has particularly alluded, that certainly can be made, but in adopting this view, we may sacrifice the general interest of the country. I take so strong an interest in this subject, that I came from Ireland to attend this meeting, my name having been mixed up too much with these affairs. But I will say all

my private interests would have carried me the other way. If I had regarded them only, I will refer the meeting, not to page 93 in the report, so much talked of, but to the appendix page 88 for my recorded opinion; and so far back as 1831, when this question was first discussed: that will shew that I have always held the same opinion on this subject.

*Mr. Eneas M'Donnell.*—I think there can be no favour shewn to a particular line. I would therefore suggest, that the word *simultaneous* be introduced in that resolution.

*Mr. O'Connell.*—I beg leave to inform the venerable gentleman, that I have not the smallest objection.

The *Chairman* then put the resolution, when it was carried.

*Mr. Bermingham* then rose and moved, "That a deputation formed of the gentlemen present be appointed to wait on Lord Morpeth."

*Mr. Smyth.*—I have a resolution to propose, which, as the meeting can hardly object to, I shall not speak upon, it is, "That a petition, embodying these resolutions, be prepared and signed by the Chairman on behalf of the meeting to be presented to Parliament."

*Mr. O'Connell.*—As this is a pecuniary question, I think we must have the consent of the minister before we can go to Parliament, if the Government will not consent to grant the money, the Parliament will refuse it as a matter of course.

*Mr. Smyth.*—There was a precedent before the House the other night.

*Mr. Blake.*—The Government has already given its consent on the proposition being brought up by Lord Morpeth.

*Sir Wm. Somerville.*—I must dissent from that resolution; we must first have a communication with Lord Morpeth, common courtesy demands it, after the kind manner he has acted towards us, and we also see there are many opinions in the way of agreeing to the resolution proposed to this meeting. To-day when I entered this room, I said I would not enter on record one opinion, but as I have proceeded so far, I will consent to be one of the committee appointed to wait on Lord Morpeth without pledging myself; but as Lord Morpeth states he shall go on with his line, I shall feel it my duty to vote with the Minister. If you can agree to the three lines being carried out simul-



taneously, I shall be glad to see it done, but rather than lose the boon I shall feel it my duty to support the Minister.

*Mr. Beamish, M.P.*—I was not aware we were pledged to oppose the Ministerial plan. If there be a division, I shall also feel it my duty to support the Minister.

*Mr. Archibald, M.P.*—I think it more than probable that we shall obtain the money.

*Sir Wm. Somerville.*—I move that no further proceedings do take place until the opinion of Lord Morpeth be known.

*Mr. Smyth.*—I will withdraw my resolution; in doing so I wish it to be understood that I meant no act of disrespect to the nobleman, filling his high station, independent of his private character.

*Mr. Blake.*—I often differ in opinion with the Noble Lord. I think in going to the Government or to Parliament we shew a respect for the Minister. If the question comes to a division between Lord Morpeth and the public, I shall have no hesitation in giving my opinion in Parliament.

*Sir Wm. Somerville.*—I do not expect my honourable friend will, but I will ask him if it will not be more courteous not to do anything until we know what Lord Morpeth will do.

*Mr. French*, and several other gentlemen, thought a resolution to that effect was unnecessary, it should be understood that nothing should be done, which was assented to.

*Mr. Ellis* having left the Chair,

*Mr. O'Connell* was voted to it. He said,—I hold in my hand a resolution, it is the thanks of this meeting to the gentleman who has just left the Chair, for his very proper conduct in it this day.

*The Chairman.*—I have to thank you for this mark of your favour;—nothing can be more delightful than for gentlemen to meet in unanimity for one common object, and that object the public good.



## APPENDIX.

---

### THE SUPERIOR FACILITY AND ECONOMY OF EFFECTING RAILWAY COMMUNICATION THROUGH IRELAND BY MEANS OF PRIVATE ENTERPRISE CONSIDERED.

THE Map and Report of the General Irish Railway Committee embraces the three main lines now recommended, and branches, as either already surveyed or projected by companies—it was not supposed that the entire series would be taken up at once, but that the main lines being executed the branches would necessarily follow.

There is no denying that the said Companies projected their lines in the most paying direction, and therefore approached the existing towns, rather than by opening out a new country, (the avowed object of the Commissioners) leave the return as a matter of speculation.

By the series of the Committee (leaving lines due north and east into Dublin to be constructed distinct from the general series—capital having been subscribed and bills passed for lines from Dublin to Drogheda, and from Armagh to Belfast on the northern line, and from Dublin to Kingstown, capable of extension to Bray and Wicklow on the east.) One main line as far as Cellbridge serves as a trunk for the north-east and north-west, and the west, south-east, south and south-west, thereby avoiding the cutting up of much valuable land near the city, and much shortening the lines.

THE THREE MAIN LINES, each forming a trunk for a series, as set forth on the Map of the Committee, are firstly—

### COMMITTEE'S SOUTHERN MAIN LINE,

*From Dublin to Cork by Cellbridge, near to Naas, Kildare, Athy, Carlow, Graigue, Gowran, Kilkenny, Fethard, Cahir, Mitchell's Town, Mallow, to Cork, in length 170 miles, which at 10,000*l.* per mile, will amount to somewhat under two millions sterling. This line will pass through a most populous country, along magnificent levels, giving facility of extension to the ports of Waterford, Wexford, Dungarvon, Youghall, as also to Limerick, and nearing the important towns, Thurles, Cashell, Tipperary, Clonmell, &c.*

There is to recommend this route, an important fact, that as far as Kilkenny a Company is formed, and has a bill and capital subscribed to the amount of 800,000*l.* therefore if 750,000*l.* sterling was lent to this Company at stock interest, by Government, it would doubtless set this great national work on foot, and a line from Dublin to Cork would, in all probability, be executed in less than five years. The tolls on 170 miles would certainly be deemed ample security for 30,000*l.* per annum, to secure to Government the interest of the loan.

It is right to observe, that tram-roads would no doubt be constructed from the high-lands of the counties of Kilkenny, Waterford, Tipperary, and Limerick to this main-line; and thus the country would best be opened out and leave the locomotives to travel on the level land.

The improvement of the river Shannon and the Galway Railway, by Athlone to Dublin, along the great level of Ireland, would admit of tram-roads being constructed from the high-lands to the Shannon, and this centre Railway, and thus the country would be opened out most effectually.

### COMMITTEE'S WESTERN MAIN LINE.

This line departs from Cellbridge, goes by Mullingar to Athlone, the central point of Ireland, midway on the Shannon, a river which Government has promised to improve for steamers, and which will give above two hundred miles of steam communication thereon—so that from Limerick on the one hand, and from Sligo on the other, the passengers, trade, and commerce, of the entire province of Connaught and much of Leinster and

Munster will come along this line of communication, which will give steam conveyance to seventeen counties containing above three millions and-a-half of inhabitants and ten millions of acres of land, and from Athlone continues on near to Ballinasloe the great cattle market of the west, and nearing Mount Bellew, Loughrea, and Tuam to the port of Galway, where New Docks and Quays are now about being completed, a town whose revenues annually increase, and to whose port a principal portion of the American trade will inevitably flow; this line is in length 105 miles, can be executed for a double line of rails, at 10,000*l.* per mile, or for one million and fifty thousand pounds sterling. A company has a Bill now before Parliament, for a first extension, to Mullingar and Athlone; and has already 200,000*l.* sterling of the necessary capital subscribed, and more ready to be subscribed, as if 500,000*l.* sterling be lent at stock interest by Government, to the parties concerned they declare their readiness to execute the work, so that this line also could be completed in less than five years.

#### COMMITTEE'S NORTHERN MAIN LINE.

If 750,000*l.* sterling were lent by Government at Stock interest between the Drogheda, Armagh, and Belfast companies, doubtless the great northern line would also be executed for the entire length, from Dublin by Drogheda and Armagh to Belfast, being in length 105 miles, which at a cost of 12,000*l.* sterling a mile would amount to somewhat under one million and a quarter sterling, and then there would remain of the proposed loan of two millions and a half—after two millions had been lent to the aforesaid three companies—half a million sterling to complete the improvement recommended for the river Shannon, by her Majesty's Commissioners.

This would appear to be the safest course for Government to pursue guarding the public interest, amply securing the repayment of the public advances, and legitimately effecting great good to Ireland.

In what manner can two and a half millions sterling be more amply secured, and surely as two of the companies already having their bills are ready to proceed, as also the third as far as



Athlone, if given its Bill this Session, all might go on simultaneously (if assisted in the manner proposed) in employing the Irish peasantry.

The Government giving all facilities, bills, &c., and protecting the companies from excessive demand for damage of land, and reserving full power to regulate the mode in which her Majesty's mails, &c. &c. shall be conveyed, and in every possible manner protecting the public from imposition or extravagant demands.

### THE CASE OF GOVERNMENT MAKING IRISH RAILWAYS CONSIDERED.

If Government shall persevere in its intention of making Irish Railways, I conclude it must have them executed by contract, so that here private enterprise must aid in their formation; again after the rail road is open Government must let the carrying also be by tender, and here again *private enterprise* must help them. Quere then, would it not be much better in the first instance to frame laws, (liable to alterations as experience may dictate) allowing parties, whether aided or not by the state, to choose their own lines, subject to the controul of the said laws. The very necessity of Government aiding the companies by loans, will inevitably give it sufficient controul.

### THE COMMISSIONERS' LINES CONSIDERED.

Northern Series—				Miles.
Dublin to Armagh	-	-	-	85½
Navan to Enniskillen	-	-	-	68½
To which must be added, to complete the				
Armagh line to Belfast	-	-	-	40
Total length	-	-	-	194

To complete the Commissioners' Lines from Dublin to Belfast and Enniskillen, at the cost of 10,000*l.* per mile, will be under two millions sterling for constructing the Northern Series.

THE COMMISSIONERS' SOUTHERN LINES  
CONSIDERED.

			Miles.
From Dublin to Cork	-	-	166 $\frac{1}{2}$
Their Kilkenny Branch	-	-	26 $\frac{1}{2}$
Their Limerick Branch	-	-	35 $\frac{1}{2}$
Their Waterford and Limerick Line	-	-	37
The Junction Line	-	-	13
Total length	-	-	<hr/> 278 $\frac{1}{2}$

For constructing which, at the cost of 10,000*l.* per mile, the sum will be under three millions sterling.

THE COMMISSIONERS' WESTERN MAIN LINE  
CONSIDERED.

This line, departing from Cellbridge on the Southern Series, ends at Mullingar; but to it must necessarily be added (in order to make it a main line to Galway, and thereby meet the claims of the province of Connaught); one by Athlone, nearing Ballinasloe, Tuam, and Loughrea to Galway, making in the entire length 114 miles—which, at 10,000*l.* per mile, will be under one million and a quarter sterling. This supposes a double line of rails.

Therefore, adding to the Commissioners' lines a line from Armagh to Belfast, and from Mullingar by Athlone to Galway, thereby producing all their main lines out to the coast, the sum requisite will be six millions and a quarter sterling for constructing 586 miles of Railway, which will give the advantages of Railway communication from Dublin to Belfast, Enniskillen, Galway, Cork, and Waterford, which sum, calculated at three and a half per cent. stock interest, will be under 200,000*l.* per annum, for securing which it would seem that the toll on the said 586 miles of Railway communication to the Northern, Southern, and Western extremities, will be ample security. Be it remembered that the postage of letters alone (as by Commissioners' Report) is 270,000*l.* per annum in Ireland, not to men-



tion the annual cost of moving troops, artillery, police, expresses, &c.—the very conveyance of the mails costing now nearly 50,000*l.* per annum.

Supposing Government then desirous of extending the Commissioners' lines with a view of meeting the widely expressed opinion of the country to the *North*, *South*, and *West* of Ireland.

The sum required will be Six Millions and a-quarter sterling, but if Government decides to execute, only, at present,—the most profitable part, then it will make the first part of the Commissioners' lines. On the *Northern Series* as far as Castle

Blaney in length	-	-	-	-	64	miles.
On the Southern to a point between Maryboro' and						
Mountrath	-	-	-	-	52½	„
On the West from Cellbridge on the South line to						
Athlone	-	-	-	-	60	„

Making a total length of - - - 176½ miles, which can be executed for Two Millions sterling, and will pay a large per centage, as they will serve as trunk lines for the present trade, capable of extension hereafter. The passenger traffic on these trunk lines will be indeed considerable, and will amply repay the proposed outlay.

In conclusion, it may fairly be urged upon Government, that the now evident expediency of a great Western line, across Ireland, necessitates some modification of the System of Railways proposed by the Government Commissioners for that country, and therefore the one now submitted may perhaps be thought deserving of consideration.

THOMAS BERMINGHAM,  
Of Caramana Kilconnel, County of Galway, Ireland,  
Chairman of the General Irish Railway Committee.

23, *Dover Street*, *Piccadilly*,  
27th April, 1839.



The following Resolutions are those which were passed at the Meeting of the 20th of April.

- 1st. "That in the opinion of this Meeting it is expedient that three great leading lines of Railway in Ireland, one to the North, one to the South, and one to the West should be *simultaneously* constructed."
- 2nd. "That any aid by Government to Railways in Ireland, ought to be distributed in due proportion to the three provinces in Ireland."
- 3rd. "That while we agree in the suggestions offered in the foregoing Resolutions, we should respectfully suggest, that the loan proposed should be applied to the simultaneous commencement and carrying on the three great lines to the North, West, and South, as far as possible."

17-11-1944  
B52

COLUMBIAN NATURAL CLASS NO. 75N  
PAT. 1,280,083 PAT. 1,593,048  
THE UNITED STATES ENVELOPE CO. SPRINGFIELD, MASS.  
7 1/2 x 10 1/2



